

AMENDED IN ASSEMBLY APRIL 9, 2003

CALIFORNIA LEGISLATURE—2003–04 REGULAR SESSION

**ASSEMBLY BILL**

**No. 1717**

**Introduced by Committee on Transportation (Dutra (Chair),  
Chan, Chu, Liu, Longville, Nakano, Oropeza, Parra, Pavley,  
Salinas, and Simitian)**

February 27, 2003

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An act to amend ~~Section 2191~~ of Sections 8879.1, 14524.2, and 65082 of, to add Section 14524.1 to, and to repeal Sections 8879.17, 14051, 14524.15, 14524.16, and 14525.5 of, the Government Code, to amend Sections 21602, 21702, 21704, 21707, and 102105 of, and to repeal Section 21604 of, and Chapter 3.5 (commencing with Section 21501) of Division 9 of, the Public Utilities Code, and to amend Sections 72.1, 164.6, 188.5, 302, 339, 354, 373, 390, 391, 407, 410, 411, 426, 460, and 820 of, and to repeal Sections 180.10, 391.1, 391.3, 401.1, 407.1, 411.5, and 509 of, the Streets and Highways Code, relating to transportation.

LEGISLATIVE COUNSEL'S DIGEST

AB 1717, as amended, Committee on Transportation. Transportation: ~~intermodal corridors of economic significance.~~

(1) Existing law creates a transportation planning and programming process for the expenditure of transportation capital funds and describes the powers and duties of the Department of Transportation and the California Transportation Commission in that regard. Existing law requires the department to submit various reports

to the Legislature regarding transportation project delivery, seismic retrofit projects, and certain other matters.

This bill would eliminate certain reporting requirements and revise other reporting requirements.

(2) Existing law provides that the Department of Transportation shall have full possession and control of all state highways. Existing law describes the authorized routes in the state highway system and establishes a process for adoption of a traversable highway on an authorized route by the California Transportation Commission. Existing law authorizes the commission to relinquish certain state highway segments to local agencies.

This bill would revise the route descriptions for certain state highway segments that have been relinquished to local agencies.

(3) Existing law creates the Division of Aeronautics in the Department of Transportation with certain powers and duties relative to aviation. Existing law requires the division to collaborate in the development and implementation of a computerized cockpit instrument display for general aviation aircraft, and establishes a process for selecting general aviation capital improvement projects funded with state and federal funds. Existing law requires certain airport planning functions to be funded solely with federal funds.

This bill would repeal the provisions relating to implementation of the computerized cockpit instrument display and would authorize certain airport planning functions to be funded from nonfederal sources. The bill would also make revisions to the process for selecting capital projects.

(4) Existing law describes the authorized boundaries of the Sacramento Regional Transit District and cities that may be annexed to the district.

This bill would identify Elk Grove and Rancho Cordova as additional cities that may be annexed to the district.

(5) The bill would make other conforming changes.

~~Existing law requires the Department of Transportation, in cooperation with regional transportation planning agencies, to identify significant transportation arteries in the state that serve as intermodal corridors of economic significance.~~

~~This bill would require the department, in cooperation with those regional agencies, to establish a task force of public and private sector members to develop a strategy for avoiding congestion on those intermodal corridors of economic significance. The bill would also~~



~~require the development of freight-oriented performance standards. The bill would enact other related provisions.~~

Vote: majority. Appropriation: no. Fiscal committee: yes.  
State-mandated local program: no.

*The people of the State of California do enact as follows:*

~~SECTION 1. Section 2191 of the Streets and Highways Code~~

~~SECTION 1. Section 8879.1 of the Government Code is amended to read:~~

~~8879.1. (a) The Legislature finds and declares that the completion of seismic safety retrofit work is essential to the welfare and economy of the state.~~

~~(b) It is the intent of the Legislature to ensure that the work be completed as quickly as possible.~~

~~(c) In order to avoid delays in the completion of the work, it is necessary that certain statutes that would otherwise be applicable be temporarily suspended, as specified in Article 4 (commencing with Section 8879.17).~~

~~(d) The Department of Transportation shall report at the end of each calendar quarter to the Joint Legislative Budget Committee and the committees in each house of the Legislature that consider transportation issues regarding the department's progress toward completion of seismic safety retrofit projects.~~

~~SEC. 2. Section 8879.17 of the Government Code is repealed.~~

~~8879.17. The Director of Transportation shall report annually to the Governor and the Legislature regarding the funds available for seismic retrofit projects and the expenditure of bond proceeds.~~

~~SEC. 3. Section 14051 of the Government Code is repealed.~~

~~14051. (a) At the commencement of each regular session of the Legislature, the department shall submit to the Legislature a report summarizing information required under, and programs authorized by, Sections 118.6, 216, and 820 of, and Article 3.5 (commencing with Section 156) of Chapter 1 of Division 1 of, the Streets and Highways Code.~~

~~(b) Information on other program activities may be included in the biennial report at the discretion of the department.~~

~~(c) The report required by this section shall also include all of the following:~~

~~(1) An evaluation of significant air transportation issues anticipated to be of public concern during the five-year period commencing January 1 of the year preceding the date for submission of the report and beyond.~~

~~(2) Recommended modifications to state and federal law, where appropriate.~~

~~(3) An overview of necessary future investments in the development and maintenance of the state's air transportation system.~~

~~(4) An analysis of the department's organizational and staff needs relative to its air transportation responsibilities.~~

~~(5) A review of state aeronautics policy.~~

~~In preparing the portion of the report required by this subdivision, the department shall fully consider and incorporate air transportation needs as identified by local government and the private sector, as well as the need to fully integrate air transportation issues and concerns into the mission of the department.~~

~~(d) The report required by this section shall also include all of the following:~~

~~(1) The status of alternative technologies in transportation, including, but not limited to, the efforts made in research development. The alternative technologies reported on shall seek to improve public safety, energy efficiency, and air quality.~~

~~(2) Alternatives to fossil fuels to power transportation devices, including alternative methods of propulsion of motor vehicles.~~

*SEC. 4. Section 14524.1 is added to the Government Code, to read:*

*14524.1. Commencing January 1, 2004, and annually thereafter, the department shall provide the end of year quarterly project delivery report of the commission in a format approved by the commission to the transportation committees of both houses of the Legislature.*

*SEC. 5. Section 14524.15 of the Government Code is repealed.*

~~14524.15. (a) Not later than January 15 of each year, the department shall submit to the appropriate fiscal and policy committees of the Legislature, and to the Joint Legislative Budget Committee, a project delivery plan based on the state transportation improvement program adopted by the commission~~

1 pursuant to Section 14529 on or before the preceding July 1. The  
2 plan shall consist of all of the following:

3 (1) The capital outlay staffing needs of the department for  
4 project study reports, project development, surveying, and  
5 construction inspection in the next fiscal year necessary to deliver  
6 the adopted state transportation improvement program and any  
7 new funding capacity as indicated in the adopted funding estimate  
8 for the subsequent state transportation improvement program  
9 period, including projects to be advanced.

10 (2) Beginning with the plan due on November 15, 1990, the  
11 department shall reconcile the capital outlay project development  
12 staffing estimates made in previous plans with staffing actually  
13 available and the staffing actually required to perform the  
14 identified work for the state transportation improvement program.

15 (3) A determination of that portion of the workload developed  
16 pursuant to subdivision (a) that is proposed to be accomplished by  
17 the department's staff and that portion that is proposed by the  
18 department to be accomplished by contract for professional and  
19 technical services.

20 (b) On or before June 1 of each year, the Legislative Analyst  
21 shall assess the department's project delivery plan. This  
22 assessment shall include each of the following:

23 (1) An analysis of the progress the department has made in the  
24 prior year toward delivering projects as scheduled in the adopted  
25 state transportation improvement program.

26 (2) An overall assessment of the plan's adequacy in ensuring  
27 that all federal, state, local, and private funds are used in a timely  
28 and efficient manner with a minimum of project delays.

29 (3) The Legislative Analyst's recommendations, if any, for  
30 improving the project delivery performance.

31 (c) Beginning on January 1, 1989, and on January 1 of each  
32 year thereafter, the department shall report to the Governor and the  
33 Legislature on the level of participation by minority and women  
34 business enterprises in contracting pursuant to this article. If the  
35 established goals are not met, the department shall report the  
36 reasons for its inability to achieve the standards and identify  
37 remedial steps it shall take.

38 (d) Not later than April 15 of each year, the department shall  
39 submit to the appropriate fiscal and policy committees of the  
40 Legislature, and to the Joint Legislative Budget Committee, a

1 ~~revised project delivery plan which shall be the project delivery~~  
2 ~~plan submitted pursuant to subdivision (a) updated to reflect the~~  
3 ~~fund estimate provided the commission pursuant to Section~~  
4 ~~14524.~~

5 *SEC. 6. Section 14524.16 of the Government Code is*  
6 *repealed.*

7 ~~14524.16. (a) The department shall, as part of the reports~~  
8 ~~required pursuant to Sections 14524.15 and 14525.5, report on its~~  
9 ~~costs of project development for all state transportation~~  
10 ~~improvement program projects awarded during the previous fiscal~~  
11 ~~year.~~

12 ~~(b) For purposes of this section, “costs of project~~  
13 ~~development” includes all nonecapital costs incurred by the~~  
14 ~~department from completion of the project study report through~~  
15 ~~the award of the construction contract.~~

16 ~~The costs of project development include the prorated share of~~  
17 ~~distributed departmental administration, as identified in the~~  
18 ~~Governor’s proposed budget, attributable to these project~~  
19 ~~development activities. The calculation of the prorated share of~~  
20 ~~departmental administration shall exclude tort payments, costs of~~  
21 ~~legal services associated with those payments, and central~~  
22 ~~administrative services.~~

23 ~~(c) The department shall attempt to keep its cost of project~~  
24 ~~development, as defined in subdivision (b), from exceeding 20~~  
25 ~~percent of the value of state transportation improvement program~~  
26 ~~projects, including right of way costs, awarded during the~~  
27 ~~previous fiscal year, except for those projects where the~~  
28 ~~department has provided design oversight only or has not been the~~  
29 ~~responsible agency for project design.~~

30 ~~The average cost of project delivery for the three previous fiscal~~  
31 ~~years shall not exceed the 20 percent target.~~

32 ~~(d) On or before June 1 of each year, the Legislative Analyst~~  
33 ~~shall assess the department’s costs of project development.~~

34 *SEC. 7. Section 14524.2 of the Government Code is amended*  
35 *to read:*

36 ~~14524.2. (a) If the department’s total project delivery plan~~  
37 ~~for any year pursuant to subdivision (a) of Section 14524.15~~  
38 ~~requires a permanent and temporary capital outlay support staffing~~  
39 ~~level which equals the 1986–87 budgeted permanent and~~  
40 ~~temporary capital outlay support staffing level, the department’s~~

budget request for that year shall contain a permanent and temporary capital outlay support staffing level equal to its 1986–87 authorized permanent and temporary capital outlay support staffing level.

(b) If the department’s total project delivery plan for any year pursuant to subdivision (a) of Section 14524.15 requires a permanent and temporary capital outlay support staffing level and personnel year equivalents for cash overtime and contract services which exceeds the 1986–87 authorized permanent and temporary capital outlay support staffing level and personnel year equivalents for cash overtime and contract services, the department’s budget request for that year shall contain a permanent and temporary capital outlay support staffing level and personnel year equivalents for cash overtime equal to the 1986–87 authorized permanent and temporary capital outlay support staffing level and personnel year equivalents for cash overtime plus one-half of the excess over the 1986–87 authorized permanent and temporary capital outlay support staffing level and personnel year equivalents for cash overtime and contract services. The department may contract out, pursuant to Section 14131, an equal number of personnel year equivalents for each authorized permanent and temporary capital outlay support staffing level and personnel year equivalents for cash overtime which exceeds the 1986–87 authorized permanent and temporary capital outlay support staffing level and personnel year equivalents for cash overtime.

(c) For purposes of this section, “permanent and temporary capital outlay support staffing level” means the department’s permanent and temporary capital outlay support staffing level funded by state and federal funds through the State Highway Account.

~~(d) This section shall become operative on January 1, 1998.~~

*SEC. 8. Section 14525.5 of the Government Code is repealed.*

~~14525.5.—(a) The department shall submit a project delivery report to the Governor and the Legislature not later than November 15 of each year. The report shall include all state highway projects that are included in the adopted state transportation improvement program costing one million dollars (\$1,000,000) or more and for which the department is the responsible agency for project development work.~~



~~(b) For each of these projects, the report shall identify the milestone dates by month and year.~~

~~(c) For each fiscal year corresponding with the fiscal year used in programming the state transportation improvement program, the report shall identify the number of these projects which met one or more of the milestone dates. The report shall also identify each project where the department failed to meet one or more milestones. For each of those projects, the report shall identify the specific circumstances resulting in the delay, and present a plan to resolve any problems and a new schedule for delivery.~~

~~(d) For purposes of this section, each of the following is a “milestone date”:~~

~~(1) Commencement of the environmental process.~~

~~(2) Commencement of the circulation of the draft environmental documents.~~

~~(3) Final approval of the environmental documents.~~

~~(4) Commencement of work on the plans, specifications, and estimates.~~

~~(5) Project ready to advertise.~~

~~(6) Project delivery.~~

~~(e) “Project delivery” is the date on which the project is advertised.~~

*SEC. 9. Section 65082 of the Government Code is amended to read:*

65082. (a) (1) A five-year regional transportation improvement program shall be prepared, adopted, and submitted to the California Transportation Commission on or before December 15 of each odd-numbered year thereafter, updated every two years, pursuant to Sections 65080 and 65080.5 and the guidelines adopted pursuant to Section 14530.1, to include regional transportation improvement projects and programs proposed to be funded, in whole or in part, in the state transportation improvement program.

(2) Major projects shall include current costs updated as of November 1 of the year of submittal and escalated to the appropriate year, and be listed by relative priority, taking into account need, delivery milestone dates, ~~as defined in Section 14525.5~~, and the availability of funding.

(b) Except for those counties that do not prepare a congestion management program pursuant to Section 65088.3, congestion



1 management programs adopted pursuant to Section 65089 shall be  
2 incorporated into the regional transportation improvement  
3 program submitted to the commission by December 15 of each  
4 odd-numbered year.

5 (c) Local projects not included in a congestion management  
6 program shall not be included in the regional transportation  
7 improvement program. Projects and programs adopted pursuant to  
8 subdivision (a) shall be consistent with the capital improvement  
9 program adopted pursuant to paragraph (5) of subdivision (b) of  
10 Section 65089, and the guidelines adopted pursuant to Section  
11 14530.1.

12 (d) Other projects may be included in the regional  
13 transportation improvement program if listed separately.

14 (e) Unless a county not containing urbanized areas of over  
15 50,000 population notifies the Department of Transportation by  
16 July 1 that it intends to prepare a regional transportation  
17 improvement program for that county, the department shall, in  
18 consultation with the affected local agencies, prepare the program  
19 for all counties for which it prepares a regional transportation plan.

20 (f) The requirements for incorporating a congestion  
21 management program into a regional transportation improvement  
22 program specified in this section do not apply in those counties that  
23 do not prepare a congestion management program in accordance  
24 with Section 65088.3.

25 (g) The regional transportation improvement program may  
26 include a reserve of county shares for providing funds in order to  
27 match federal funds.

28 *SEC. 10. Chapter 3.5 (commencing with Section 21501) of*  
29 *Division 9 of the Public Utilities Code is repealed.*

30 *SEC. 11. Section 21602 of the Public Utilities Code is*  
31 *amended to read:*

32 21602. (a) Subject to the terms and within the limits of  
33 special appropriations made by the Legislature, the department  
34 may render financial assistance by grant or loan, or both, to  
35 political subdivisions jointly, in the planning, acquisition,  
36 construction, improvement, maintenance, or operation of an  
37 airport owned or controlled, or to be owned or controlled, by a  
38 political subdivision or subdivisions, if the financial assistance has  
39 been shown by public hearing to be appropriate to the proper  
40 development or maintenance of a statewide system of airports.

1 Financial assistance may be furnished in connection with federal  
2 or other financial aid for the same purpose.

3 (b) Notwithstanding subdivision (a) of Section 21681, a city or  
4 county designated by the Airport Land Use Commission is eligible  
5 to compete for funds held in the Aeronautics Account in the State  
6 Transportation Fund on behalf of any privately owned, public use  
7 airport that is included in an airport land use compatibility plan.  
8 However, the city or county shall be eligible to compete for the  
9 funds only when zoning on the parcel is tantamount to a taking of  
10 all reasonable uses that might otherwise be permitted on the parcel.  
11 The eligible airport and aviation purposes are limited to those  
12 specified in paragraphs (4), (5), (6), (9), and (14) of subdivision  
13 (f) of Section 21681, and, further, any capital improvements or  
14 acquisitions shall become the property of the designated city or  
15 county. Matching funds pursuant to subdivision (a) of Section  
16 21684 may include the in-kind contribution of real property, with  
17 the approval of the department.

18 (c) Any grant of funds held in the Aeronautics Account in the  
19 State ~~Highway Account~~ *Transportation Fund* on behalf of any  
20 privately owned airports shall contain a covenant that the airport  
21 remain open for public use for 20 years. Any grant made to a city  
22 or county on behalf of a privately owned airport shall contain a  
23 payback provision based upon existing market value at the time the  
24 private airport ceases to be open for public use.

25 (d) Upon request, California Aid to Airports Program (CAAP)  
26 projects included within the adopted Aeronautics Program, may  
27 be funded in advance of the year programmed, with the  
28 concurrence of the department, in order to better utilize funds in  
29 the account.

30 (e) There is, in the Aeronautics Account in the State  
31 Transportation Fund, a subaccount for the management of funds  
32 for loans to local entities pursuant to this chapter. All funds for  
33 airport loans in the Special Deposit Fund are hereby transferred to  
34 the subaccount. With the approval of the Department of Finance,  
35 the department shall deposit in the subaccount all money received  
36 by the department from repayments of and interest on existing and  
37 future airport loans including, but not limited to, the sums of five  
38 hundred forty thousand dollars (\$540,000) in repayments from the  
39 General Fund due in July 1987, and July 1988, and may, upon  
40 appropriation, transfer additional funds from the Aeronautics

Account in the State Transportation Fund to the subaccount as the department deems appropriate. Interest on money in the subaccount shall be credited to the subaccount as it accrues.

(f) Notwithstanding Section 13340 of the Government Code, the money in the subaccount created by subdivision (e) is hereby continuously appropriated to the department without regard to fiscal years for purposes of loans to political subdivisions for airport purposes.

*SEC. 12. Section 21604 of the Public Utilities Code is repealed.*

~~21604. (a) Notwithstanding any other provision of law, no political subdivision or political subdivisions acting jointly or with the state, shall submit to the Federal Aviation Administration any project application, under the federal Airport and Airway Safety and Capacity Expansion Act of 1987 (49 U.S.C. Sec. 2201 et seq.) which provides airport construction, planning, and development funds for the expansion and improvement of the airport system in this state unless the project preapplication and planning grant application have first been reviewed and accepted and the project ranked by the department.~~

~~(b) The department, in conjunction with representatives of local airport operating entities and the Federal Aviation Administration, shall develop criteria by which to rank projects governed by subdivision (a), and shall notify all of the public-use airports in California affected by the enactment of this section of those criteria.~~

~~(c) Following the acceptance and ranking of projects governed by subdivision (a), and the submission of the preapplications to the Federal Aviation Administration, the political subdivision or political subdivisions, acting singularly or jointly, or with the state, may contract directly with the Federal Aviation Administration.~~

~~(d) Notwithstanding subdivision (a), any political subdivision owning or operating any primary airport, as defined in the federal Airport and Airway Safety and Capacity Expansion Act of 1987 (49 U.S.C. Sec. 2201 et seq.) may directly submit a project application for the primary airport to the Federal Aviation Administration without first obtaining acceptance by the department.~~

~~(c) It is the intent of the Legislature that all of the administrative costs incurred by the department in connection with the acceptance and ranking process shall be borne by the department.~~

*SEC. 13. Section 21702 of the Public Utilities Code is amended to read:*

21702. The California Aviation System Plan shall include, but not be limited to, all of the following elements:

(a) A background and introduction element, which summarizes aviation activity in California and establishes goals and objectives for aviation improvement.

(b) An air transportation issues element, which addresses issues such as aviation safety, airport noise, airport ground access, transportation systems management, airport financing, airport land use compatibility planning, and institutional relationships.

(c) A regional plan alternative element, which consists of the aviation elements of the regional transportation plans prepared by each transportation planning agency. This element shall include consideration of regional air transportation matters relating to growth, capacity needs, county activity, airport activity, and systemwide activity in order to evaluate adequately the overall impacts of regional activity in relation to the statewide air transportation system. This element shall propose general aviation and air carrier public use airports for consideration by the commission for funding eligibility under this chapter.

(d) A state plan alternative element, which includes consideration of statewide air transportation matters relating to growth, including, but not limited to, county activity, airport activity, and systemwide activity in order to evaluate adequately the state aviation system and to designate an adequate number of general aviation and air carrier public use airports for state funding in order to provide a level of air service and safety acceptable to the public.

(e) A comparative element, which compares and contrasts the regional plan alternative with the state plan alternative, including, but not limited to, airport noise, air quality, toxic waste cleanup, energy, economics, and passengers served.

~~(f) A 10-year capital improvement program, which is divided into two five-year phases~~ *plan for each airport, based on the each airport's adopted master plan if the airport has a master plan, prepared approved by each the applicable transportation planning*

1 agency, and submitted to the division for inclusion in the  
2 California Aviation System Plan.

3 (g) Any other element deemed appropriate by the division and  
4 the transportation planning agencies.

5 (h) A summary and conclusion element, which presents the  
6 findings and recommended course of action.

7 *SEC. 14. Section 21704 of the Public Utilities Code is*  
8 *amended to read:*

9 21704. The division, in consultation with the transportation  
10 planning agencies, shall biennially revise the capital improvement  
11 ~~program plan~~ developed pursuant to subdivision (f) of Section  
12 21702, and the division shall submit the revised ~~program~~ *capital*  
13 *improvement plan* to the commission. The division, in consultation  
14 with the transportation planning agencies, shall revise all other  
15 elements of the California Aviation System Plan every five years,  
16 and shall submit the revised *system* plan to the commission.

17 *SEC. 15. Section 21707 of the Public Utilities Code is*  
18 *amended to read:*

19 21707. Any funds necessary to carry out ~~this chapter~~ Sections  
20 21701, 21702, and 21704 shall be obtained from federal grants,  
21 except for updates of the capital improvement plan and policy  
22 elements of the California Aviation System Plan, which may be  
23 funded from nonfederal sources.

24 *SEC. 16. Section 102015 of the Public Utilities Code is*  
25 *amended to read:*

26 102015. “City” means, individually, the Cities of Davis, *Elk*  
27 *Grove*, Folsom, *Rancho Cordova*, Roseville, Sacramento, and  
28 Woodland, and any other city which is annexed to the district as  
29 provided in this part.

30 *SEC. 17. Section 72.1 of the Streets and Highways Code is*  
31 *amended to read:*

32 72.1. (a) For purposes of this section, the following terms  
33 have the following meanings:

34 (1) “Central Freeway Replacement Project” is the department  
35 and city designated alternative transportation system to the  
36 damaged Central Freeway.

37 (2) “City” is the City and County of San Francisco.

38 (3) “Freeway Project” includes demolition of the existing  
39 commonly known Central Freeway, construction of a new freeway

1 between Mission Street and Market Street, and construction of  
2 ramps to, and from, the new freeway.

3 (4) “Octavia Street Project” is the improvement of Octavia  
4 Street from Market Street north as a ground level boulevard.

5 (b) The Legislature finds and declares all of the following:

6 (1) That portion of Route 101 located in the city and commonly  
7 known as the Central Freeway was severely damaged in the 1989  
8 Loma Prieta earthquake. This damage to the Central Freeway  
9 caused and continues to cause significant traffic congestion.

10 (2) Following the Loma Prieta earthquake, the department and  
11 the city, with substantial public involvement, selected the Central  
12 Freeway Replacement Project as an alternative transportation  
13 system to the damaged Central Freeway ~~in accordance with the~~  
14 ~~requirements of Section 401.1.~~ The Central Freeway Replacement  
15 Project includes the Freeway Project consisting of the demolition  
16 of the existing Central Freeway, construction of a new freeway  
17 between Mission Street and Market Street, and the construction of  
18 ramps to, and from, the new freeway, and the Octavia Street  
19 Project, consisting of improvement of Octavia Street from Market  
20 Street north as a ground level boulevard. The Central Freeway  
21 Replacement Project will remediate traffic congestion problems  
22 and allow the city to reclaim unnecessary rights-of-way for  
23 beneficial public uses.

24 (3) The implementation of an alternative transportation system  
25 is in the best interests of the people of the State of California.

26 (4) No portions of Route 101 north of Fell Street and south of  
27 Turk Street are needed for the Central Freeway Replacement  
28 Project or for the proposed alternative project to be placed before  
29 the voters as Proposition J in the general municipal election of  
30 November 1999.

31 (c) (1) The Legislature recognizes that the Central Freeway  
32 Replacement Project adopted by the city’s voters, as local measure  
33 Proposition E in November 1998 qualifies for the statutory  
34 exemption under Section 180.2.

35 (2) The Legislature further recognizes that the proposed  
36 alternative project included in Proposition J also qualifies for the  
37 statutory exemption under Section 180.2.

38 (3) Notwithstanding paragraph (1), any development of  
39 property transferred to the city pursuant to this section may, to the  
40 extent required by applicable law, require subsequent



1 environmental analysis by the city at the time at which the specific  
2 proposals for the use of that property are developed.

3 (d) That portion of Route 101 between Market Street and Turk  
4 Street is not a state highway, except that if the proposed alternative  
5 to the Octavia Street Project is approved by the voters in the  
6 general municipal election of November 1999, only that portion  
7 of Route 101 between Fell Street and Turk Street is not a state  
8 highway.

9 (e) The department shall retain jurisdiction over the portion of  
10 Route 101 that is between Mission Street and either Market Street  
11 or Fell Street, depending on which project is approved by the  
12 voters in the general municipal election of November 1999, and  
13 shall promptly transfer to the city any portion of Route 101 that is  
14 not a state highway under subdivision (d).

15 (f) The following shall apply if the voters do not approve the  
16 alternative project in the general municipal election of November  
17 1999:

18 (1) The city shall utilize any proceeds from the disposition or  
19 use of excess rights-of-way for the purpose of designing,  
20 constructing, developing, and maintaining the Octavia Street  
21 Project until the city's share of the costs of that project are paid in  
22 full or funded from other sources. Upon the full funding of the  
23 city's share of the Octavia Street Project, the city shall utilize any  
24 remaining proceeds from the sale of excess rights-of-way solely  
25 for the transportation and related purposes authorized under  
26 Article XIX of the California Constitution.

27 (2) Upon notification to the department by the San Francisco  
28 County Transportation Authority that the city is prepared to  
29 implement an interim traffic management plan, the department  
30 shall proceed expeditiously with demolition of the portion of  
31 Route 101 between Fell and Mission Streets. The department shall  
32 design and construct the Freeway Project, and the city shall design  
33 and construct the Octavia Street Project, and each project shall be  
34 consistent with the Central Freeway Replacement Project.

35 *SEC. 18. Section 164.6 of the Streets and Highways Code is*  
36 *amended to read:*

37 164.6. (a) The department shall prepare a 10-year state  
38 rehabilitation plan for the rehabilitation and reconstruction, or the  
39 combination thereof, *by the State Highway Operation and*  
40 *Protection Program*, of all state highways and bridges owned by



1 the state. The plan shall identify all rehabilitation needs for the  
2 10-year period beginning on July 1, 1998, and ending on June 30,  
3 2008, and shall include a schedule of improvements to complete  
4 all needed rehabilitation *during the life of the plan* not later than  
5 June 30, 2008. The plan shall be updated every two years  
6 beginning in 2000. The plan shall include specific milestones and  
7 quantifiable accomplishments, such as miles of highways to be  
8 repaved and number of bridges to be retrofitted. The plan shall  
9 contain strategies to control cost and improve the efficiency of the  
10 program, and include a cost estimate for at least the first five years  
11 of the program.

12 (b) The plan shall be submitted to the commission for review  
13 and comments *not later than January 31 of each odd-numbered*  
14 *year*, and shall be transmitted to the Governor and the Legislature  
15 not later than May 1, ~~1998~~ *of each odd-numbered year*.

16 (c) The plan shall be the basis for the department's budget  
17 request and for the adoption of fund estimates pursuant to Section  
18 163.

19 *SEC. 19. Section 180.10 of the Streets and Highways Code is*  
20 *repealed.*

21 ~~180.10. Pursuant to subdivision (d) of Section 180.1, the~~  
22 ~~department shall make reports at the end of each calendar year to~~  
23 ~~the Joint Legislative Budget Committee and the committees in~~  
24 ~~each house of the Legislature that consider transportation issues~~  
25 ~~regarding the department's progress toward completion of seismic~~  
26 ~~retrofit projects. The department shall include in the reports data~~  
27 ~~concerning the utilization of contracting out for design services for~~  
28 ~~seismic retrofit projects.~~

29 *SEC. 20. Section 188.5 of the Streets and Highways Code is*  
30 *amended to read:*

31 188.5. (a) The Legislature finds and declares all of the  
32 following:

33 (1) The department has determined that in order to provide  
34 maximum safety for the traveling public and to ensure continuous  
35 and unimpeded operation of the state's transportation network, six  
36 state-owned toll bridges are in need of a seismic safety retrofit, and  
37 one state-owned toll bridge is in need of a partial retrofit and a  
38 partial replacement.

39 (2) The bridges identified by the department as needing seismic  
40 retrofit are the Benicia-Martinez Bridge, the Carquinez Bridge, the

Richmond-San Rafael Bridge, the San Mateo-Hayward Bridge, the San Pedro-Terminal Island Bridge (also known as the Vincent Thomas Bridge), the San Diego-Coronado Bridge, and the west span of the San Francisco-Oakland Bay Bridge. The department has also identified the east span of the San Francisco-Oakland Bay Bridge as needing to be replaced. That replacement span will be safer, stronger, longer lasting, and more cost efficient to maintain than completing a seismic retrofit for the current east span.

(3) The south span of the Carquinez Bridge is to be replaced pursuant to Regional Measure 1, as described in subdivision (b) of Section 30917.

(4) The cost estimate to retrofit the state-owned toll bridges and to replace the east span of the San Francisco-Oakland Bay Bridge is four billion six hundred thirty-seven million dollars (\$4,637,000,000), as follows:

(A) The Benicia-Martinez Bridge retrofit is one hundred ninety million dollars (\$190,000,000).

(B) The north span of the Carquinez retrofit is one hundred twenty-five million dollars (\$125,000,000).

(C) The Richmond-San Rafael Bridge retrofit is six hundred sixty-five million dollars (\$665,000,000).

(D) The San Mateo-Hayward Bridge retrofit is one hundred ninety million dollars (\$190,000,000).

(E) The San Pedro-Terminal Island Bridge retrofit is sixty-two million dollars (\$62,000,000).

(F) The San Diego-Coronado Bridge retrofit is one hundred five million dollars (\$105,000,000).

(G) The west span of the San Francisco-Oakland Bay Bridge retrofit, as a lifeline bridge, is seven hundred million dollars (\$700,000,000).

(H) Replacement of the east span of the San Francisco-Oakland Bay Bridge is two billion six hundred million dollars (\$2,600,000,000).

(b) It is the intent of the Legislature that the following amounts from the following funds shall be allocated until expended, for the seismic retrofit or replacement of state-owned toll bridges:

(1) Six hundred fifty million dollars (\$650,000,000) from the 1996 Seismic Retrofit Account in the Seismic Retrofit Bond Fund of 1996 for the seven state-owned toll bridges identified by the department as requiring seismic safety retrofit or replacement.

(2) One hundred forty million dollars (\$140,000,000) in surplus revenues generated under the Seismic Retrofit Bond Act of 1996 that are in excess of the amount actually necessary to complete Phase Two of the state's seismic retrofit program. These excess funds shall be reallocated to assist in financing seismic retrofit of the state-owned toll bridges.

(3) Fifteen million dollars (\$15,000,000) from the Vincent Thomas Toll Bridge Revenue Account.

(4) The funds necessary to meet both of the following:

(A) A principal obligation of two billion two hundred eighty-two million dollars (\$2,282,000,000) from the seismic retrofit surcharge, including any interest therefrom, imposed pursuant to Section 31010, subject to the limitation set forth in subdivision (c) and subdivision (b) of Section 31010.

(B) All costs of financing, including capitalized interest, reserves, costs of issuance, costs of credit enhancements and any other financial products necessary or desirable in connection therewith, and any other costs related to financing.

(5) Thirty-three million dollars (\$33,000,000) from the San Diego-Coronado Toll Bridge Revenue Fund.

(6) Not less than seven hundred forty-five million dollars (\$745,000,000) from the State Highway Account to be used toward the eight hundred seventy-five million dollars (\$875,000,000) state contribution, to be achieved as follows:

(A) (i) Two hundred million dollars (\$200,000,000) to be appropriated for the state-local transportation partnership program described in paragraph (7) of subdivision (d) of Section 164 for the 1998–99 fiscal year.

(ii) The remaining funds intended for that program and any program savings to be made available for toll bridge seismic retrofit.

(B) A reduction of not more than seventy-five million dollars (\$75,000,000) in the funding level specified in paragraph (4) of subdivision (d) of Section 164 for traffic system management.

(C) Three hundred million dollars (\$300,000,000) in accumulated savings by the department achieved from better efficiency and lower costs.

(7) Not more than one hundred thirty million dollars (\$130,000,000) from the Transit Capital Improvement Program funded by the *Public Transportation Planning and Development*

Account in the State Transportation Fund to be used toward the eight hundred seventy-five million dollars (\$875,000,000) state contribution. If the contribution in subparagraph (A) of paragraph (6) exceeds three hundred seventy million dollars (\$370,000,000), it is the intent that the amount from the Transit Capital Improvement Program shall be reduced by an amount that is equal to that excess.

(8) (A) The funds necessary to meet principal obligations of not less than six hundred forty-two million dollars (\$642,000,000) from the state's share of the federal Highway Bridge Replacement and Rehabilitation (HBRR) Program.

(B) If the project costs exceed four billion six hundred thirty-seven million dollars (\$4,637,000,000), the department may program not more than four hundred forty-eight million dollars (\$448,000,000) in project savings or other available resources from the Interregional Transportation Improvement ~~Plan~~ Program, the State Highway Operation and Protection ~~Plan~~ Program, or federal bridge funds for that purpose.

(C) None of the funds identified in subparagraph (B) may be expended for any purpose other than the conditions and design features described in paragraph (9).

(9) The estimated cost of replacing the San Francisco-Oakland Bay Bridge listed in subparagraph (H) of paragraph (4) of subdivision (a) is based on the following conditions:

(A) The new bridge shall be located north adjacent to the existing bridge and shall be the Replacement Alternative N-6 (preferred) Suspension Structure Variation, as specified in the Final Environmental Impact Statement, dated May 1, 2001, submitted by the department to the Federal Highway Administration.

(B) The main span of the bridge shall be in the form of a single tower cable suspension design and shall be the Replacement Alternative N-6 (preferred) Suspension Structure Variation, as specified in the Final Environmental Impact Statement, dated May 1, 2001, submitted by the department to the Federal Highway Administration.

(C) The roadway in each direction shall consist of five lanes, each lane will be 12 feet wide, and there shall be 10-foot shoulders as an emergency lane for public safety purposes on each side of the main-traveled way.

(c) If the actual cost of retrofit or replacement, or both retrofit and replacement, of toll bridges is less than the cost estimate of four billion six hundred thirty-seven million dollars (\$4,637,000,000), there shall be a reduction in the amount provided in paragraph (4) of subdivision (b) equal to the proportion of total funds committed to complete the projects funded from funds generated from paragraph (4) of subdivision (b) as compared to the total funds from paragraphs (6), (7), and (8) of subdivision (b), and there shall be a proportional reduction in the amount specified in paragraph (8) of subdivision (b).

~~(d) (1) The department shall report annually to the Legislature and the Governor as to the amount of funds used for that purpose from each source specified in subdivision (b) and submit an updated cost estimate. Upon substantial completion of the seismic retrofit work of the state-owned toll bridges, the department shall submit a final report, prepared by an independent accounting firm, identifying the sources and uses of the funds. That report shall serve as the basis for any proportional reduction in funding as specified in subdivision (c).~~

~~(2) If the department determines that the actual costs exceed the amounts identified in subparagraph (B) of paragraph (8) of subdivision (b), the department shall report to the Legislature within 90 days from the date of that determination as to the difference and the reason for the increase in costs.~~

(e) Notwithstanding any other provision of law, the commission shall adopt fund estimates consistent with subdivision (b) and provide flexibility so that state funds can be made available to match federal funds made available to regional transportation planning agencies.

(f) For the purposes of this section, “principal obligations” are the amount of funds generated, either in cash, obligation authority, or the proceeds of a bond or other indebtedness.

*(g) (1) Commencing January 1, 2004, and quarterly thereafter until completion of all applicable projects, the department shall provide quarterly seismic reports to the transportation committees of both houses of the Legislature and to the commission for each of the toll bridge seismic retrofit projects in subdivision (a).*

*(2) The report shall include details of each toll bridge seismic retrofit project and all information necessary to clearly describe*

1 *the status of the project, including, but not limited to, all of the*  
2 *following:*

3 *(A) A progress report.*

4 *(B) The baseline budget for support and capital outlay*  
5 *construction costs that the department assumed at the time that*  
6 *Chapter 907 of the Statutes of 2001 was enacted.*

7 *(C) The current or projected budget for support and capital*  
8 *outlay construction costs.*

9 *(D) Expenditures to date for support and capital outlay*  
10 *construction costs.*

11 *(E) A comparison of the current or projected schedule and the*  
12 *baseline schedule that was assumed at the time that Chapter 907*  
13 *of the Statutes of 2001 was enacted.*

14 *(F) A summary of milestones achieved during the quarterly*  
15 *period and any issues identified and actions taken to address those*  
16 *issues.*

17 *(h) (1) Commencing on January 1, 2004, and quarterly*  
18 *thereafter until completion of all applicable projects, the*  
19 *department shall provide quarterly seismic reports to the*  
20 *transportation committees of both houses of the Legislature and to*  
21 *the commission for other seismic retrofit programs.*

22 *(2) The reports shall include all of the following:*

23 *(A) A progress report for each program.*

24 *(B) The program baseline budget for support and capital*  
25 *outlay construction costs.*

26 *(C) The current or projected program budget for support and*  
27 *capital outlay construction costs.*

28 *(D) Expenditures to date for support and capital outlay*  
29 *construction costs.*

30 *(E) A comparison of the current or projected schedule and the*  
31 *baseline schedule.*

32 *(F) A summary of milestones achieved during the quarterly*  
33 *period and any issues identified and actions taken to address those*  
34 *issues.*

35 *SEC. 21. Section 302 of the Streets and Highways Code is*  
36 *amended to read:*

37 *302. (a) Route 2 is from:*

38 *(1) The point where Santa Monica Boulevard crosses the city*  
39 *limits of ~~the City of~~ Santa Monica at Centinela Avenue to Route*



1 101 in Los Angeles, *except the relinquished portions described in*  
2 *subdivision (b).*

3 (2) Route 101 in Los Angeles to Route 210 in La ~~Canada~~  
4 ~~Flintridge Canada-Flintridge~~ via Glendale.

5 (3) Route 210 in La ~~Canada-Flintridge~~ ~~Canada-Flintridge~~ to  
6 Route 138 via Wrightwood.

7 (b) ~~Upon a determination by the commission that it is in the best~~  
8 ~~interests of the state to do so, the commission may, upon terms and~~  
9 ~~conditions approved by it, relinquish that portion or portions of~~  
10 ~~Route 2 located within the City of West Hollywood or the City of~~  
11 ~~Santa Monica, or both, to that city or cities, upon agreement by the~~  
12 ~~city or cities to accept the relinquishment or relinquishments. A~~  
13 ~~relinquishment shall be effective on the date specified in the~~  
14 ~~commission's approved terms and conditions with the respective~~  
15 ~~city. Thereafter, Route 2 shall not include the portion or portions~~  
16 ~~so relinquished, nor shall the portion or portions be considered for~~  
17 ~~future adoption in accordance with Section 81. For portions of~~  
18 ~~Route 2 that are so relinquished, the City of West Hollywood or the~~  
19 ~~City of Santa Monica, or both, shall maintain within their~~  
20 ~~respective jurisdictions signs directing motorists to the~~  
21 ~~continuation of State Highway Route 2.~~

22 (c) (1) ~~Notwithstanding subdivision (a), the commission may~~  
23 ~~relinquish to the City of Los Angeles the portion of Route 2 that~~  
24 ~~is located between Route 405 and Moreno Drive in that city, upon~~  
25 ~~terms and conditions the commission finds to be in the best~~  
26 ~~interests of the state.~~

27 (2) ~~A relinquishment under this subdivision shall become~~  
28 ~~effective immediately following the county recorder's recordation~~  
29 ~~of the relinquishment resolution containing the commission's~~  
30 ~~approval of the terms and conditions of the relinquishment.~~

31 (3) ~~On and after the effective date of the relinquishment, both~~  
32 ~~of the following shall occur:~~

33 (A) ~~The portion of Route 2 relinquished under this subdivision~~  
34 ~~shall cease to be a state highway.~~

35 (B) ~~The portion of Route 2 relinquished under this subdivision~~  
36 ~~shall be ineligible for future adoption under Section 81.~~

37 (4) ~~For those portions of Route 2 that are relinquished, the City~~  
38 ~~of Los Angeles shall maintain within its jurisdiction signs~~  
39 ~~directing motorists to the continuation of Route 2. Notwithstanding~~  
40 *subdivision (a), the relinquished former portions of Route 2 within*



1 *the city limits of West Hollywood and Santa Monica, and between*  
2 *Route 405 and Moreno Drive in Los Angeles, are not a state*  
3 *highway and are not eligible for adoption under Section 81. Those*  
4 *cities shall maintain signs within their respective jurisdictions*  
5 *directing motorists to the continuation of Route 2.*

6 SEC. 22. *Section 339 of the Streets and Highways Code is*  
7 *amended to read:*

8 339. Route 39 is from:

9 (a) Route 1 near Huntington Beach to Route 72 in La Habra via  
10 Beach Boulevard.

11 (b) Beach Boulevard to Harbor Boulevard in La Habra via  
12 Whittier Boulevard.

13 (c) Whittier Boulevard in La Habra to Route 2 via Harbor  
14 Boulevard to the vicinity of Fullerton Road, then to Azusa Avenue,  
15 Azusa Avenue to San Gabriel Canyon Road, San Gabriel Avenue  
16 southbound between Azusa Avenue and San Gabriel Canyon  
17 Road, and San Gabriel Canyon Road, *other than the portion of the*  
18 *segment described by this subdivision that is within the city limits*  
19 *of Azusa and Covina.*

20 ~~The department shall not assume maintenance of any portion of~~  
21 ~~Route 39 until that portion has been constructed or reconstructed~~  
22 ~~to the minimum state highway standards established pursuant to~~  
23 ~~Sections 81 and 2109.~~

24 ~~(d) Notwithstanding subdivision (c), the portion of Route 39~~  
25 ~~that is within the city limits of the City of Azusa, except that~~  
26 ~~portion that is north of post mile 17, shall cease to be a state~~  
27 ~~highway when the department and the City of Azusa reach~~  
28 ~~agreement on the terms of the relinquishment of that portion of~~  
29 ~~Route 39 to that city. The terms of the relinquishment agreement~~  
30 ~~shall require that any lump-sum payment from the department to~~  
31 ~~the City of Azusa be deposited by that city in a special account and~~  
32 ~~used solely for improvements on Azusa Avenue and San Gabriel~~  
33 ~~Avenue in the City of Azusa.~~

34 ~~(e) (1) Notwithstanding subdivision (c), the commission may~~  
35 ~~relinquish to the City of Covina the portion of Route 39 that is~~  
36 ~~located within the city limits of that city, upon terms and~~  
37 ~~conditions the commission finds to be in the best interests of the~~  
38 ~~state.~~

~~(2) A relinquishment under this subdivision shall become effective immediately following the commission's approval of the terms and conditions of the relinquishment.~~

~~(3) On and after the effective date of the relinquishment, both of the following shall occur:~~

~~(A) The portion of Route 39 relinquished under this subdivision shall cease to be a state highway.~~

~~(B) The portion of Route 39 relinquished under this subdivision may not be considered for future adoption under Section 81. *relinquished former portions of Route 39 within the city limits of Azusa and Covina are not a state highway and are not eligible for adoption under Section 81.*~~

~~SEC. 23. Section 354 of the Streets and Highways Code is amended to read:~~

~~354. (a) Route 54 is from Route 5 near the Sweetwater River to Route 8 near to the southern city limits of El Cajon.~~

~~(b) (1) The commission may relinquish to the City of El Cajon the portion of Route 54 that is located between the southern city limits of El Cajon and the intersection with Route 8, upon terms and conditions the commission finds to be in the best interests of the state.~~

~~(2) A relinquishment under this subdivision shall become effective immediately following the commission's approval of the terms and conditions of the relinquishment.~~

~~(3) On and after the effective date of the relinquishment, all of the following shall occur:~~

~~(A) The portion of Route 54 relinquished under this subdivision shall cease to be a state highway.~~

~~(B) The portion of Route 54 relinquished under this subdivision may not be considered for future adoption under Section 81.~~

~~(C) Route 54 shall be from Route 5 near the Sweetwater River to Route 8 near the eastern city limits of the City of El Cajon. *The relinquished former portion of Route 54 within the City of El Cajon is not a state highway and is not eligible for adoption under Section 81.*~~

~~(c) The City of El Cajon may not impose any special restriction on the operation of buses or commercial motor vehicles, as defined in paragraph (1) of subdivision (c) of Section 34601 of the Vehicle Code, on the *relinquished former* portion of Route 54 ~~relinquished~~~~

~~under subdivision (b) if that restriction is in addition to restrictions imposed by the department or authorized under other provisions of law.~~

*SEC. 24. Section 373 of the Streets and Highways Code is amended to read:*

373. Route 73 is from Route 5 near San Juan Capistrano to Route 405 via the San Joaquin Hills.

~~MacArthur Boulevard from Route 1 near Corona del Mar to San Diego Creek in Irvine shall cease to be a state highway when the Route 73 freeway as described above is completed.~~

*SEC. 25. Section 390 of the Streets and Highways Code is amended to read:*

390. (a) Route 90 is from Route 1 northwest of the Los Angeles International Airport to Route 91 in Santa Ana Canyon passing near La Habra, *except for the portion within the city limits of Yorba Linda.*

~~(b) (1) Notwithstanding subdivision (a), the Commission may relinquish to the City of Yorba Linda the portion of Route 90 that is located within the city limits of that city, upon terms and conditions the commission finds to be in the best interests of the state.~~

~~(2) A relinquishment under this subdivision shall become effective immediately following the recordation by the County Recorder of the relinquishment resolution containing the commission's approval of the terms and conditions of the relinquishment.~~

~~(3) On and after the effective date of the relinquishment, both of the following shall occur:~~

~~(A) The portion of Route 90 relinquished under this subdivision shall cease to be a state highway.~~

~~(B) The relinquished former portion of Route 90 relinquished under this subdivision may not be considered within the City of Yorba Linda is not a state highway and is not eligible for future adoption under Section 81.~~

(c) The City of Yorba Linda shall ensure the continuity of traffic flow on the relinquished *former* portion of Route 90, including any traffic signal progression.

(d) For ~~the~~ relinquished ~~portions~~ *former portion* of Route 90, the City of Yorba Linda shall maintain signs directing motorists to the continuation of Route 90.

1     *SEC. 26. Section 391 of the Streets and Highways Code is*  
2     *amended to read:*

3     391. Route 91 is from:

4     (a) ~~Route 1 near Hermosa Beach to Western Avenue in the City~~  
5     ~~of Gardena.~~

6     ~~(b) Vermont Avenue in at the City eastern city limits of Gardena~~  
7     ~~to Route 215 in Riverside via Santa Ana Canyon.~~

8     ~~(c)~~

9     (b) ~~The portion relinquished former portions of the adopted~~  
10    ~~route between Western Avenue and Vermont Avenue in the City of~~  
11    ~~Gardena shall cease to be a state highway pursuant to the terms of~~  
12    ~~a cooperative agreement between the City of Gardena and the~~  
13    ~~department providing for the relinquishment of that portion of the~~  
14    ~~highway to the City of Gardena. Route 91 in the cities of Gardena,~~  
15    ~~Torrance, Lawndale, Redondo Beach, Manhattan Beach and~~  
16    ~~Hermosa Beach are not a state highway and are not eligible for~~  
17    ~~adoption under Section 81.~~

18    *SEC. 27. Section 391.1 of the Streets and Highways Code is*  
19    *repealed.*

20    ~~391.1.—Upon a determination by the commission that it is in~~  
21    ~~the best interests of the state to do so, the commission may, upon~~  
22    ~~terms and conditions approved by it, relinquish a portion of Route~~  
23    ~~91 to the City of Torrance in which that portion of the highway is~~  
24    ~~located, if the city has agreed to accept it. The relinquishment shall~~  
25    ~~be effective on the day immediately following the commission's~~  
26    ~~approval of the terms and conditions.~~

27    *SEC. 28. Section 391.3 of the Streets and Highways Code, as*  
28    ~~added by Section 22 of Chapter 724 of the Statutes of 1999, is~~  
29    ~~repealed.~~

30    ~~391.3.—Upon a determination by the commission that it is in~~  
31    ~~the best interests of the state to do so, the commission may, upon~~  
32    ~~terms and conditions approved by it, relinquish a portion of Route~~  
33    ~~91 between State Route 107 and State Route 1 to the Cities of~~  
34    ~~Hermosa Beach, Lawndale, Manhattan Beach, and Redondo~~  
35    ~~Beach in which that portion of the highway is located, if the cities~~  
36    ~~agree to accept it. The relinquishment shall be effective on the day~~  
37    ~~immediately following the commission's approval of the terms~~  
38    ~~and conditions.~~

1     *SEC. 29. Section 391.3 of the Streets and Highways Code, as*  
2     *added by Section 12.5 of Chapter 1007 of the Statutes of 1999, is*  
3     *repealed.*

4     ~~391.3.—Upon a determination by the commission that it is in~~  
5     ~~the best interests of the state to do so, the commission may, upon~~  
6     ~~terms and conditions approved by it, relinquish a portion of Route~~  
7     ~~91 between State Route 107 and State Route 1 to the Cities of~~  
8     ~~Hermosa Beach, Lawndale, Manhattan Beach, and Redondo~~  
9     ~~Beach in which that portion of the highway is located, if the city~~  
10    ~~has agreed to accept it. The relinquishment shall be effective on the~~  
11    ~~day immediately following the commission's approval of the~~  
12    ~~terms and conditions.~~

13    *SEC. 30. Section 401.1 of the Streets and Highways Code is*  
14    *repealed.*

15    ~~401.1.—(a) The department, in consultation with the City and~~  
16    ~~County of San Francisco, shall identify reasonable and practical~~  
17    ~~alternatives for repairing the existing portions of Route 101 in the~~  
18    ~~City and County of San Francisco that were damaged during the~~  
19    ~~1989 Loma Prieta earthquake and which were closed to traffic.~~  
20    ~~The department shall identify and evaluate the costs and benefits~~  
21    ~~of each alternative, including, but not limited to, the air quality and~~  
22    ~~noise impacts.~~

23    ~~(b) The department shall hold at least two public meetings in~~  
24    ~~the development of the alternatives.~~

25    ~~(c) Upon completion of the evaluation of the alternatives, the~~  
26    ~~department may proceed with the repair or replacement of the~~  
27    ~~damaged portions, if the selected alternative is approved by a~~  
28    ~~resolution of the city and county.~~

29    ~~(d) The total amount of state and federal funds to be expended~~  
30    ~~by the department for the repair or replacement of the damaged~~  
31    ~~portions approved by the city and county pursuant to this section~~  
32    ~~shall not exceed the amount of state and federal funds which would~~  
33    ~~have otherwise been expended by the department to restore the~~  
34    ~~damaged portions to their previous capacity.~~

35    *SEC. 31. Section 407 of the Streets and Highways Code is*  
36    *amended to read:*

37    407. (a) Route 107 is from Route 1 near in Torrance to Route  
38    ~~405 near the southern city limits of Lawndale.~~

1 (b) *The relinquished former portion of Route 107 in the City of*  
2 *Lawndale is not a state highway and is not eligible for adoption*  
3 *under Section 81.*

4 SEC. 32. *Section 407.1 of the Streets and Highways Code is*  
5 *repealed.*

6 ~~407.1. Upon a determination by the commission that it is in~~  
7 ~~the best interests of the state to do so, the commission may, upon~~  
8 ~~terms and conditions approved by it, relinquish a portion of Route~~  
9 ~~107 that is in the City of Lawndale to that city, if the city has agreed~~  
10 ~~to accept it. The relinquishment shall be effective on the date~~  
11 ~~immediately following the commission's approval of the terms~~  
12 ~~and conditions.~~

13 SEC. 33. *Section 410 of the Streets and Highways Code is*  
14 *amended to read:*

15 410. (a) Route 110 is from Route 47 in San Pedro to ~~Colorado~~  
16 ~~Boulevard Glenarm Street~~ in Pasadena.

17 (b) ~~(1) Notwithstanding subdivision (a), the commission may~~  
18 ~~relinquish to the City of Pasadena the~~ *The relinquished former*  
19 *portion of Route 110 that is located between Glenarm Street and*  
20 *Colorado Boulevard in that city, upon terms and conditions the*  
21 *commission finds to be in the best interests of the state.*

22 ~~(2) A relinquishment under this subdivision shall become~~  
23 ~~effective immediately following the recordation by the county~~  
24 ~~recorder of the relinquishment resolution containing the~~  
25 ~~commission's approval of the terms and conditions of the~~  
26 ~~relinquishment.~~

27 ~~(3) On and after the effective date of the relinquishment, all of~~  
28 ~~the following shall occur:~~

29 ~~(A) The portion of Route 110 relinquished under this~~  
30 ~~subdivision shall cease to be~~ *Pasadena is not a state highway.*

31 ~~(B) The portion of Route 110 relinquished under this~~  
32 ~~subdivision may not be considered and is not eligible for future~~  
33 ~~adoption under Section 81.~~

34 ~~(C) Route 110 shall be from Route 47 in San Pedro to Glenarm~~  
35 ~~Street in Pasadena.~~

36 SEC. 34. *Section 411 of the Streets and Highways Code is*  
37 *amended to read:*

38 411. Route 111 is from:

39 (a) The international border south of Calexico to Route 78 near  
40 Brawley, passing east of Heber.

(b) Route 78 near Brawley to Route 86 via the north shore of the Salton Sea.

(c) Route 10 near Indio to the ~~southeast~~ *southeastern city limit limits* of Rancho Mirage.

(d) ~~West~~ *The western* city limits of Cathedral City to Route 10 near Whitewater, ~~passing near Palm Desert.~~

*The relinquished former portions of Route 111 within the cities of Cathedral City and Rancho Mirage are not a state highway and are not eligible for adoption under Section 81.*

*SEC. 35. Section 411.5 of the Streets and Highways Code is repealed.*

~~411.5.— Upon a determination by the commission that it is in the best interests of the state to do so, the commission may, upon terms and conditions approved by it, relinquish a portion of Route 111 to a city in which that portion of the highway is located, if the city has agreed to accept it. The relinquishment shall be effective on the day immediately following the commission's approval of the terms and conditions.~~

*SEC. 36. Section 426 of the Streets and Highways Code is amended to read:*

426. (a) Route 126 is from:

(1) Route 101 near Ventura to Route 5.

(2) Route 5 to ~~Route 14 near Solemint~~ *the northern city limits of Santa Clarita.*

(b) Route 126 from Route 101 near Ventura to Route 5 shall be known and designated as the “Santa Paula Freeway.”

(c) ~~(1) The commission, upon a determination that it is in the best interest of the state to do so, may relinquish to the City of Santa Clarita the portion of Route 126 that is between Route 5 and Route 14, pursuant to the terms of a cooperative agreement between the City of Santa Clarita and the department.~~

~~(2) A relinquishment under this subdivision shall become effective immediately following the County Recorder's recordation of the relinquishment resolution containing the commission's approval of the terms and conditions of the relinquishment.~~

~~(3) The relinquished former portion of Route 126 relinquished under this subdivision shall cease to be within the City of Santa Clarita is not a state highway on the effective date of the relinquishment and is not eligible for adoption under Section 81.~~



~~(4)–~~

~~(d) For portions of Route 126 that are relinquished under this subdivision, the~~ The City of Santa Clarita shall maintain within its jurisdiction signs directing motorists to the continuation of Route 126.

*SEC. 37. Section 460 of the Streets and Highways Code is amended to read:*

460. (a) Route 160 is from Route 4 near Antioch to ~~Route 51~~ in the southern city limits of Sacramento.

~~(b) Notwithstanding subdivision (a), upon a determination by the commission that it is in the best interest of the state to do so, the commission may, upon terms and conditions approved by it, relinquish any portion of State Highway Route 160 in Sacramento County from mile post 35.0 to mile post 47.0 to a city in which that segment is located, if the city has agreed to accept the relinquishment. The relinquishment shall be effective on the date immediately following the date of the commission's approval of the terms and conditions of the relinquishment. The relinquished former portion of Route 160 within the City of Sacramento is not a state highway and is not eligible for adoption under Section 81.~~

*SEC. 38. Section 509 of the Streets and Highways Code is repealed.*

~~509. (a) Route 209 is from Point Loma to Route 5 in San Diego.~~

~~(b) (1) The commission may relinquish Route 209 to the City of San Diego, upon terms and conditions the commission finds to be in the best interests of the state, if the commission and the city enter into an agreement providing for that relinquishment.~~

~~(2) A relinquishment under this subdivision shall become effective immediately following the commission's approval of the terms and conditions of the relinquishment.~~

~~(3) On and after the effective date of the relinquishment, Route 209 shall cease to be a state highway.~~

*SEC. 39. Section 820 of the Streets and Highways Code is amended to read:*

820. The State of California assents to the provisions of Title 23 of the United States Code, as amended and supplemented, other acts of Congress relative to federal aid, or other cooperative highway work, or to emergency construction of public highways with funds apportioned by the government of the United States.

1 All work done under the provisions of Title 23 or other acts of  
2 Congress relative to highways shall be performed as required  
3 under acts of Congress and the rules and regulations promulgated  
4 thereunder. Laws, or rules and regulations, of this state  
5 inconsistent with the laws, or rules and regulations, of the United  
6 States, shall not apply to such work, to the extent of the  
7 inconsistency.

8 ~~Any major conflicts between the laws, or rules and regulations,~~  
9 ~~of this state and the federal law, or rules and regulations, which~~  
10 ~~have been resolved under this section during a calendar year shall~~  
11 ~~be described in a report which the department shall submit to the~~  
12 ~~Legislature pursuant to section 14051 of the Government Code.~~  
13 ~~is amended to read:~~

14 ~~2191. (a) The department shall, in cooperation with regional~~  
15 ~~transportation planning agencies, identify the significant~~  
16 ~~transportation arteries in the state that connect or provide access~~  
17 ~~to major sea or waterway ports, nationwide railway systems,~~  
18 ~~airports, and interstate and intrastate highway systems, thereby~~  
19 ~~serving as an intermodal corridor of economic significance. The~~  
20 ~~identified corridors shall include, at a minimum, at least one~~  
21 ~~corridor that serves two or more major seaports.~~

22 ~~(b) The department shall, in cooperation with regional~~  
23 ~~transportation planning agencies, establish a task force composed~~  
24 ~~of representatives of federal, state, and local public agencies and~~  
25 ~~the private sector to develop a strategy for avoiding congestion~~  
26 ~~along the state's intermodal corridors of economic significance.~~

27 ~~(c) The department shall, in coordination with local and~~  
28 ~~regional transportation agencies, develop and apply~~  
29 ~~freight-oriented performance measures on major corridors. Those~~  
30 ~~measures shall be designed to gauge the ability of those corridors~~  
31 ~~to provide efficient goods movement.~~

32 ~~(d) The department shall continuously and closely monitor the~~  
33 ~~performance of major corridors in order to detect deficiencies at~~  
34 ~~an early stage, to determine the causes of those deficiencies, and~~  
35 ~~to develop improvement strategies. The department should work~~  
36 ~~with other states to establish standardized performance measures~~  
37 ~~relative to major corridors.~~